CHAPTER 7. RESULTS & REDESIGN
7.1 [RESULTS AND REDESIGN - INTRODUCTION]

The aim of this chapter is to contextualise the case-study results from Chapter 6 and apply them to the inner suburb of Riccarton. Broken into two parts the first is a fuller conclusion and evaluation of the case studies discussed in chapter six, further refining them into a clear set of design guidelines; those that provided successful and those that provided unsuccessful Third Places.

The second part applies these successful design principles to the suburb of Riccarton and establishes six design concepts that could be adapted to create and enhance the Third Places of Riccarton. Therefore answering the question what is the ideal form for the Third Places of Riccarton?
[RESULTS]

7.2 WHAT ASPECTS OF THE THIRD PLACES DIDN’T WORK WELL?

(1) IMPERMEABLE SPACE

Permeability addresses the links between the street and place. How easy it is for someone to move in and around the environment. There is a need for a place to appear permeable to encourage movement, and therefore permeability is key in the design of successful Third Places. Blank facades and negative spaces are not conducive to interaction, staying, and therefore not conducive to the design of Third Places. Sylvia Park (Auckland) North City (Porirua) (Fig 7-1) and Fashion Island (Nelson) (Fig 7-2) all had examples of this impermeable space. Sylvia Park, due to its large footprint, lack of connections and access was perhaps deemed the most impermeable of the sites, featuring a large incidence of impermeable spaces, large blank facades, car parking and movement dictated by design. The inwards facing mall environment, overall, had the highest amount of impermeable spaces. The ‘open air’ malls acted more like streets with active frontages (Fig 7-3).

(2) IN-ACTIVE SPACE

There were several instances in the case studies of in-active, under-used or completely unused space. As well as having a negative impact on the surrounding environment for aesthetic reasons, this inactive space also provided a safety issue as it is often associated with ‘unsafe areas’. Safety in the environment is one of the key things in the landscape that people require. Without safety aspects, such as the implementation of CPTED design techniques, places are not successful as third spaces. North City Mall (Porirua) saw a large number of these inactive spaces. There was a significant number of ‘dead end’ underutilised areas and these spaces featured large instances of vandalism and lacked maintenance.
(3) A CAR-DOMINATED ENVIRONMENT

A car-dominated environment was evident in all of the case studies visited, some more prominent than others. A car dominated environment is not conducive to pedestrian flow or sociable environments; they create unsafe and often unpleasant environments. All of the malls in this case study provided on site parking; many had a parking footprint bigger than the actual mall footprint. Extensive parking on the periphery of malls also resulted in a large percentage of inactive space on the very fringe of the mall and street system interface (Fig 7-4).

On analysis large numbers of car parks are associated with the convenience and consumerist nature of the mall environment. The malls want people to find it easy to visit, and by providing masses of car parks even at peak times car parking is available. However this car park domination does not always have to be a negative factor, as car parks could perhaps be turned into multi-functional spaces and when not being utilised for other purposes. Fashion Island (Nelson) and Bishopdale Mall (Christchurch) adapt these carpark spaces well, using the space for farmers markets and car boot sales (Fig 7-5).

(4) WEAK TRANSPORT LINKS

The transport systems implemented in many of the case studies allowed people to travel to and from the malls and provided an alternative transport system to the car. Public transport is an important aspect even at the suburban retail centres (Hall, 2007, p. 23). The transport zones designed in many instances supported this; providing waiting areas, strong connections and flow.

However in Sylvia Park the commuter station was brought into the centre of the mall allowing people to walk straight into the building. There was little to no interaction with the surrounding environment. As well as supporting the inwards nature of the mall this is also beneficial for the mall’s primary focus of consumption, getting people into the shopping areas (Fig 7-6).

The transport systems, and subsequent movement of people to and from a space, provides an opportunity to hinge Third Places on these key routes of movement.
(5) LIMITED LEVELS OF PERSONALISATION

Fay and Sellbach suggest that “when we are moved by a place, it is often not because of its grandeur or architectural qualities, but rather by the ways individuals inhabit it and make it their own” (Fay and Sellbach: 2008: Pg 258). Identified earlier in this thesis, for a Third Place to be successful there has to be an element of personalisation, a person needs to feel that they can adapt a space to meet their own needs.

Oldenburg (2006) identifies pubs and coffee shops as good examples of third spaces. The levels that these places can be personalised are very discreet however the simple nature of moving chairs around to sit in groups large or small, to leave flyers, to hold meetings and adapt these for their own uses is what makes them successful. The malls have a large security presence on site (Fig 7-7) that sees the removal of many of the ‘undesirable’ activities and people; they provided an element of reduced affordance, there are limited places that could be adapted to move seating, there were limited places to linger due to the lack of provision of niches, steps, seats and ledges (Fig 7-8).

This security presence does provide benefits in that many people see this as a safe environment; parents are not worried about their children spending times in these environments and they were perceived as less ‘dangerous’ than the street. However this monitored environment also has drawbacks as there was no freedom in the activities that took place on the site.

Observations saw no buskers in the large malls such as North City and Sylvia Park, children were not free to run and play, large groups of teenagers got moved on if they seemed to be causing trouble, seats could only be sat in if goods were purchased, there was limited to no freedom of use. There is a need to take into account the lives of the locals, the visitors, and the commuters, what they will require from the Third Place and how they would like to personalise their space.
(6) LACK OF IDENTITY, SENSE OF PLACE & MEMORY: THE EXPERIENTIAL LANDSCAPE

Many of the malls in the case studies were owned by the Kiwi Income Property Trust or other large companies. Each of the case studies provided comparable brands, products, layout and materials and in many instances the signage and facilities were identical. The incentive behind this was to attract people and keep them coming back; they aim to achieve this through a fabricating a controlled environment of comfort and convenience. The result was a sense of monotony in the designed environment; many of the malls appeared to lack identity which resulted in a lack of community and subsequent sense of belonging.

Many cities and open air shopping streets are seen to hold this unique identity because they evolve incrementally over time. Social, cultural and physical layers shape these spaces creating a collective of broad interests (Fig 7-9).

Spaces designed abroad and simply imprinted on the landscape do not have this organic growth, some malls are examples of this. They lack unique design elements that allow a place to claim a unique identity; they are monotonous and fail to reveal memories, stories or experiences. For example Botany Downs is designed as a town centre and appears as more of a ‘fake downtown’ (Fig 7-10). Although providing a multitude of spaces, different shopping experiences and activities it was still evident that it was designed abroad with the intent of creating an idealised town. Its placement has little synergy with the local context, and created the idea of place rather than place itself. From this it is evident that a sense identity, and of belonging is key to the design of successful Third Places.

[Figure 7-9] Social, cultural and physical layers shape these spaces creating a collective of broad interests. (Bishopdale Mall)

[Figure 7-10] Designed abroad featuring a ‘fake downtown’ (Botany Downs)
CHAPTER 7  ■  Results and Redesign

[RESULTS]

7.3  WHAT ASPECTS OF THE THIRD PLACES WORKED WELL?

(1) SOCIAL INFRASTRUCTURE

One successful component in the studies that resulted in good, diverse activation of spaces was that many of the successful malls hinged their retail around the provision of social infrastructure for the community. Botany Downs achieved this through providing the entire concept of a local town (Fig 7-11). Here community centres, library, community constable and a gym were incorporated in the design. Bishopdale Mall in Christchurch took this one step further in that they also provided a YMCA and education facilities in the mall (Fig 7-12). Bishopdale Mall was also run and managed by the Bishopdale Mall community group. By providing social infrastructure knitted into the design of the mall it helps give the community a sense of ‘ownership’ over the space as they have a say in how it works. This social infrastructure also helps to provide a broad diversity of people on the site, people are not simply there just to shop, they are there for a variety of reasons subsequently activating the third spaces around the mall, at different hours of the day, different days of the week and encouraging a mix of diverse people using the spaces.

(2) TENANT MIX

Following on from this provision of community infrastructure to vary the use of the third spaces, the type and variety of shops provided in the mall case studies impacted on the way space was used. A mixture of large ‘anchor’ stores and smaller boutique stores proved the most common tenant mix.

Key anchor stores acted as magnets to the mall, attracting the critical mass of consumers (Fig 7-13). By integrating smaller boutique shops in between these large retailers people are encouraged to move through the space, thus spending in these smaller stores. They also provide diversity and identity through individualism and making the mall attractive to a wider range of people. An example of where this occurred was the Fudge Cottage in Bishopdale Mall and the British Sweet Store in Botany Downs. The layout and positioning of these key shops could be used to emphasise the third spaces, creating nodes of activity where they were situated - for example boutique coffee shops would immediately activate the area around them. Anchor stores and boutique shops will also attract a larger audience from a greater area.
(3) ACTIVITY - PROVIDE ACTIVITY

The monitored nature of the mall resulted in a lack of personalization through activities in the space. However, due to the large multinational ownership of the many of the malls, with their aim to make positive environments, to make people happy and to fulfill their needs and the more needs you fulfill the longer people stay - activities are incorporated into the space. Botany Downs provides good examples of this, with landscape elements that create spaces for children to play under close supervision (Fig 7-14 and Fig 7-15).

Many of these activity stations, such as the play area in Bishopdale Mall, the sculpture pieces in North City become Third Places; they attracted people, activated the spaces and they were free to use, people did not pay for activity. As a result the active areas turned into Third Places in their own right (Fig 7-16).

(4) ACTIVE SPACES = SAFE AND COMFORTABLE SPACES

While inactive spaces discourage Third Places, active spaces and a variety of activities are seen as conducive to successful Third Places. With the large box retail stores such as Sylvia Park and North City there were a large number of inactive and impermeable spaces. However evidence in some of the case studies showed examples of where this space has been activated. The SEART Park incorporated under the flyover at Sylvia Park activates a very dead space, and planting along the edges of the large facades of the buildings help to combat the inhuman scale. All these design factors take into account CPTED design elements and work in creating a more desirable and safe Third Place.
(5) A CENTRAL MEETING SPACE

The provision of a central meeting space is a significant design element that appears to help ground the design of Third Places. Sylvia Park Mall (Auckland) (Fig 7-17), and Fashion Island (Nelson)(Fig 7-18) had large central spaces that gave opportunities for people to meet. They were also breaks from the consumerist nature of the mall environments and were seen as ‘free’ places for people to congregate and not forced to buy something (Fig 7-19). Situated on the main entry and exit pathways these places helped to lure people out of the mall environment activating the external space. Nowhere in the case studies does one Third Place appear to work on their own to provide all that the community requires and from observation Third Places appear in sequences and in series through the landscape, but use these larger spaces as key nodes for the subsequent sequencing of the rest.

(6) INDOOR AND OUTDOOR LINKS

It is difficult to firmly define where the boundaries lie between inside and outdoor space. Spaces and the building that surround them, or as it can alternatively be seen, buildings and the spaces they create. Assefa (2003) identifies three concepts that explore the continuity between indoor and outdoor space; in betweeness, interpretation and intermingling (2003). These concepts can be applied to the mall environment and external landscape.

Inbetweeness – “Inbetweeness involves a place neither inside nor out. It incorporates a threshold whereby a strong dialogue between the inside and outside occurs with a unique in-between experience as a result” (Assefa: 2003: Pg 12).

Many of the things that can make shopping in the main street a positive experience such as sunshine, hapticity, a gentle breeze and trees are removed from the mall environment. However many of the appeals of the mall environment are associated with the atmosphere and protection from the elements it provides such as cold,
rain and darkness. It is a controlled atmosphere that makes visiting a pleasant experience for many people.

This controlled atmosphere emphasised the stark difference between the indoor and outdoor space. When exiting the mall the user is struck by the elements more so than if they had been acclimatized by a store opening out onto a street. North City Mall, Porirua has addressed this well by providing canopies over the pedestrian mall (Fig 7-20). This environment provides protection from the elements and a place of inbetweeness, providing a bridging zone from the outside encouraging people out of the mall environment into the surrounding streets.

**Interpenetration** — Interpenetration expresses the “continuity between inside and outside” (Assefa: 2003: Pg 13). It can be expressed with a physical link such as material form or a spatial link where the outside is cradled with the inside, for instance laneways, balconies and courtyards. Examples of this interpenetration were present in the study of many of the mall environments, most notably the balcony in the central space of Sylvia Park (Fig 7-21) and the connecting laneways of Botany Downs.

**Intermingling** — “In intermingling, architectural and environmental elements are used metaphorically to bring the meaning of outside in and inside out” (Assefa: 2003: Pg 14). This intermingling often draws the outside in through the continuity of materials. Examples of intermingling in the case studies occurred in Botany Downs through continuity of materials in the covered mall brought out in the ‘streetscape’ (Fig 7-22).
7.4 **[THEREFORE - CAN THE INTERIOR OF THE MALL WORK AS A SUCCESSFUL THIRD PLACE?]**

It is evident from the case studies of malls, that the interior of these large box malls do provide an element of a successful Third Place. In terms of the criteria; scale, legibility, interior permeability, safety, activities and hybridity, the mall meets many of the requirements for a successful Third Place. From observations and through an analysis into the use of the malls it is evident that they are successful places, large numbers of people visit the mall, and while there they undertake a series of social activities. The malls act as a foundation for social interaction, people frequently spend long periods meandering and strolling through the mall; they can stop, sit, eat, watch and play; they are meeting places for friends, families and lovers. It is evident that people choose to remain in the mall instead of simply undertaking essential activities and leaving. This therefore indicates that malls can work for some as a successful Third Place; they provide a baseline for social optional activities, activities that form the key part to Oldenburg’s Third Places (Fig 7-23 and Fig 7-24).

The creation of mall to be a social environment is an entirely intentional act. Malls are there for the sole reason of ‘more people = more money’. In order to preserve this ‘perfect world’ there are high levels of security and monitoring. People do not have the freedom of expression they do on the street and therefore levels of personalization are low and activities are not undertaken with spontaneity. Malls are exclusive rather than inclusive environments, dictating acceptable behaviours and participants; and the primary focus is consumerism rather than community. As Oldenburg (2001) established in his theory, third spaces need to be a neutral ground, an inclusive space, accessible to all in both time and location. And this is the primary challenge to conceptualizing malls as third spaces.

There is, therefore, a challenge for malls as a ‘landscape’ Third Place. While they are social havens for many, they fail to meet the needs of the entire community, they have limited levels of personalization, they are not neutral ground nor accessible to all in both time and location. More consideration needs to be given to the way the exterior of the mall and the social environment interacts with the external space (the streetscape), enhancing the Third Places of the external environment and harnessing the beneficial aspects of the mall such as population, and facilities.
[REDESIGN]

7.5  [APPLICATION TO RICCARTON]

Can concepts that work well in the inner cities of New Zealand, and sometimes in other countries around the world, work in Riccarton?

Before applying these key design elements to the suburb of Riccarton it has to be noted that design cannot simply be transferred directly from one environment to another. Consideration of the local environment needs to be given into place, aspect, typology, and the community before creating design concepts. This will help the design scenarios to be realised in as close as possible ‘real world’ environment, it will also help with issues of successful place making and creating a strong identity for place.

As discussed in chapter 5, Riccarton Mall is a large retail complex, an inwards looking environment with a footprint of 54,000sqm and annual turnover of $407.1 million a year (Gibson: 2012). Design scenarios need to address the dominance of this place within Riccarton as a suburb (Fig 7-25). Major interventions to the building form and structure would not be suitable, the mall as a corporation will not be interested in these proposals. Breaking up the main structure of the mall and turning it into a town centre with street systems running through it so it mirrored the ‘open air’ malls of Botany Downs and Bishopdale Mall would not be feasible, even if this was deemed as the best design elements from a planning sense.

Any design interventions and scenarios need to address the external landscape of the mall, beyond the ‘jurisdiction’ of the Mall owners. The landscape needs to develop in a way to knit the mall to the urban fabric of Riccarton, to create a more cohesive whole that works well together. This way the ‘magnet’ of the mall with its large visitor numbers and good facilities such as parking can be utilised, built upon, and brought into the Riccarton environment.

In the Major Design concept for Riccarton (chapter 3) the people of Riccarton, their desires, needs and wants were seen as key to designing the successful Third Places in these redesign scenarios this concept has not been forgotten and still drives the key thinking behind the new design for Riccarton. This chapter builds on this and on the findings from my fieldwork in terms of third space characteristics to produce a series of redesign scenarios. By taking into account the local people and the visitors in the area it will help provide for the activities that will occur in the spaces, the function of the sites, the personalization and the subsequent experience of the place.
[THE REDESIGN SCENARIOS]

This section provides six redesign scenarios for Riccarton. Encompassing a series of analytical diagrams, vignettes, and artistic impressions, it has to be noted they are not design but refinements of the design programme rather than generators to spatial form.
7.6 SCENARIO (1)

[GIVE ME AN IDENTITY]

Riccarton Mall is not an organically designed place. It has developed in several stages but over a relatively short period of time and without the incremental social or cultural influence that mark more gradual development. It is designed for the purpose of consumerism and as a result the mall does not address the external landscape of Riccarton, and it does not build on the memory of place. However the mall itself is the ‘identity’ for Riccarton and when people think of Riccarton they associate it with Riccarton Mall. What has to be argued is whether this identity is an appropriate one? - one that does not take social, cultural development and one that is established through consumerist society. The memory and identity of Riccarton lies with the person using the space with the street systems, and the organic places.

This design scenario focuses on creating anew whilst enhancing the existing identity of Riccarton. Although not denying the significance of Riccarton Mall this design scenario sees the development of the street systems, the enhancement of the architecture and artifacts that already exist. Riccarton is rich with fragments of urban and pre colonial past, and in order to create a new identity these need to be brought into the redesign adapted and reused in opportunities for development. These fragments of the past are represented through Riccarton Bush, historical buildings and unique architecture such as Antonio House, 43 Riccarton Road and Riccarton Bush House, the strip mall nature of Riccarton Road, churches and even small quirky elements such as the public toilets buildings on Rotherham street (Fig 7-26 to 7-29). Furthermore, a simple and effective way to foster identity and sense of place is through the use of relevant materials. The materials proposed for Riccarton in my Major Design gave reference to (hard urban elements) and wood (ecological elements). These materials have also been used for their respective properties such as; warmth, inviting someone to stay, visual connections, maintains transparency, sun passing through and artificial light (Figure 7-30).

Overall by providing a sense of place and identity in the Third Places of Riccarton, it ensures the design provides for community and establishes a subsequent sense of belonging (Figure 7-31).
[Figure 7-30] Concept Diagram. Indicates how the remnants of Riccarton past can be represented through design and material to emphasise the history and create identity for Riccarton. To establish an identity other than the mall.

[Figure 7-31] Perspective, Give me an identity. Impression of how the urban remanants of Riccarton can be represented in the redesign. In this example the urban forest is used to envelop Riccarton Mall making it presence known on site.
7.7 SCENARIO (2)

[AN URBAN ARMATURE]

The creation of an urban armature builds on active spaces that interact with the mall and creates a linked network. The emphasis is on smaller third spaces that link together, instead of the provision of just one great big space.

The original concept for the Third Place in my Major Design project saw the construction of one key central space for Riccarton (see chapter 3). On analysis, the concept of providing just one central space at the scale it was designed in the project was insufficient to meet the needs of the people in Riccarton. Furthermore, the design failed to acknowledge and include the mall sufficiently. To address these issues, this Design Scenario – the armature – proposes the creation of a series of linked active public spaces. Each of these spaces will be a different theme, design and serve a different purpose for Riccarton. They will be knitted into the urban fabric of Riccarton, and above all, provide strong links with the main axis of the mall. This will work in a similar concept to the active spaces seen in the other mall case studies such as Botany Downs, and draw people in and out of the mall environment.

The multifunctional nature of these places will provide for the people of the community, sometimes appearing as individual public space or as add-ons to a building such as laneways, balconies or courtyards. The Third Places will develop a sequence of movement, both up and down the streets, as well as through, in and out of the built form on site (Fig 7.32 to 7.34).
[Figure 7-33] Typical Cross Section Scenario 2 (Scale 1:200). Depicts diversity and mixed use nature of Third Places around Riccarton mall. They can appear as add-ons to buildings, courtyards, laneways, all differing in scale and function. Ideal to draw people out of the mall environment by activating the edges.

[Figure 7-34] Perspective rendering - Create third places at a variety of scales - Intense, small scale, ‘warm’ places and those that are large enough to host big events. A Third Place for everyone.
7.8 SCENARIO (3)

[A PLACE I CAN LEARN, LIVE, DANCE AND PLAY]

Hinging the social infrastructure around the Third Places, enabling the social infrastructure to act as Third Places and providing a strong link with the mall environment.

Many of the mall case studies discussed in chapter 6 provided a strong link to community facilities and this was also one of the main drivers behind the Major Design project for Riccarton. The provision of this infrastructure integrated the community into the design of the malls and provided a variety of activities in the space that surrounded it. Riccarton Mall already provides a community centre, but it is not free to access for the community of Riccarton and only allows certain permitted activities. The design study stage of this thesis process identified social infrastructure as the base line for strong community cohesion, and on analysis identified a deficiency in the levels of social infrastructure within Riccarton. Therefore my Major Design project for Riccarton saw the design hinged around the social infrastructure, it consisted of the provision of a community centre, library, education centre and events centre within the Third Place of Riccarton.

This re-worked design scenario still acknowledges the importance of the social infrastructure as a foundation for the community and the Third Place. However it sees the mall incorporated into the facilities. It utilises the car parking of the mall and uses this to provide for the social infrastructure; and the new social infrastructure also reduces the impermeable nature of the mall by wrapping the building and activating edges (Fig 7-35 to 7-37).
Utilise the facilities of the mall, such as car parking, and comfort factors.

[Figure 7-36] Scenario 3 - Concept diagram - shows key movement from mall and subsequent activation of third spaces.

[Figure 7-37] Perspective ‘Do you dance in your local park?’ - The mall and the resultant activities around the community infrastructure.
Design Scenario Four proposes the introduction of a covered pedestrian mall environment, this will act as a transitional element in the landscape and addressing the indoor outdoor relationship of the mall.

The mall environment provides elements of comfort that are hard to achieve in the landscape, through design factors and controlling the climate the malls can provide an environment that mirrors the 'streetscape' but at the same time it is covered and protected from the elements and has increased levels of safety with the provision of security. Design Scenario 4 is therefore based on the system adopted in North City Mall, Porirua. It provides a streetscape environment around the mall, with human scale architecture, buildings with active facades, pedestrian zones, all at a clear human scale. This area is covered with a canopy or glass roof system – similar to the arcade system discussed in chapter 5. It provides a streetscape that is permeable and part of the city however is protected from the elements and provides a smooth transition zone from the street to the mall environment. (Fig 7-38 to 7-40).
[Figure 7-39] Perspective ‘where space and building converse’ - interior of the covered Pedestrian Mall. Glass roof ensures sunshine and light is still a prominent feature.

[Figure 7-40] Cross section through covered Pedestrian Mall, Westfield Mall and Riccarton Road (Scale 1:200).
7.10 SCENARIO (5)

[MOVE WITH ME – REORDERING PRIORITIES FOR PEOPLE]

Design scenario five sees the integration of a transport system that links strongly with the mall, activates the street system and is incorporated into a key central Third Place.

The initial major design scenario for Riccarton saw an integrated transport system. This system had a strong focus on the landscape of movement concept - providing desirable movement for people at the same time as encouraging ‘social’ forms of transport, such as cycling, public transport and walking. The Third Place acted as the key node for the main transport interchange - where bus, cycle and light rail system met on the Third Place. However the original major design concept did not embrace the significance of the mall and the number of people who come to the suburb with the desire to shop there.

Therefore design scenario 5 proposes the use of the Third Place of landscape as the terminal interchange and linking this with the mall. The interchange is situated to the north of Riccarton mall. It incorporates the main east west movement of Riccarton Road and changes the use of the Northern carpark into a large public space Third Place. From here directional design factors such as paving, materials and signage can influence the way a person moves through the landscape. It can draw people first through the street system in the suburb then towards the mall or into the streetscape of Riccarton. It will encourage the activation of the space around it and prevent the car park from taking over and dominating the site. (Fig 7-41 to 7-43).

[Figure 7-41] Scenario 5 - Concept Diagram

The creation of two transport interchanges around Riccarton Mall. This will incorporate main north south and east west movement. From here directional design factors such as paving, materials and signage can influence the way a person moves through the landscape.
Figure 7-42 Concept diagram / flow chart. Indicates the movement through Riccarton.

Figure 7-43 Perspective - “move with me” Transport Interchange (North). Incorporate a wide variety of ‘social’ transport provides ease of movement for the people of Riccarton.
7.11 SCENARIO (6)

[BEAUTIFUL PLACES, ACTIVE SPACES, GOOD EXPERIENCES... PLEASE]

Scenario six sees the increase in permeable space, and subsequent increase in activity.

Riccarton mall is similar to the design of Sylvia Park in Auckland and North City in Porirua. It is a large retail store with a significant percentage of impermeable, inhuman scale facades (Fig 7-44). This impermeable nature is hard to address as sprawl repair options such as breaking the mall up into street sections is not feasible. Therefore outside of the mall the existing impermeable facades need to be addressed. This will activate the streetscape around the mall and potentially to ease the transition, in out and around the mall.

This design scenario sees the activation of the edges of the mall. This can involve a series of design interventions such as planting to reduce the scale, art works, or wrapping the building in other architecture (Fig 45 & Fig 46). This will see the dominating factor of the mall shrink and blend into the landscape, enhance the human scale and make the Riccarton environment work more as a cohesive whole Third Place. Through creating streetscapes, with regular materials in and out of buildings, providing transition zones on the main entrances and exits of the mall the liminal spaces are addressed.

[Figure 7-44] Scenario 6 - Permeability.

Concept diagram shows permeability and viewsheds around Riccarton.
Note: large amount of poor permeability and negative viewsheds around Riccarton Mall.
CHAPTER 7       Results and Redesign

RICCARTON      The art of the Third Place

[Figure 7-45] Perspective - “A forest of Urban Trees”. The activation of ‘dead space’ through art installations and lighting.

[Figure 7-46] Perspective - ‘Wrap the Global in the local’. Reduce the scale and impermeable nature of Riccarton Mall through providing green walls and further vegetation. Harnesses a unique aspect of Riccarton (Riccarton Bush) and provides pleasant ‘Human Scale’ environments for Third Places.
7.12 SUMMARY

It is useful to note that these design scenarios focus on the mall environment and on the interaction with the mall as it is such a dominant feature in the landscape of Riccarton, and a key node where the Third Place concept needed to be developed. The overall design will create places for the community; provide housing to meet various socio-economic needs and provide an integrated transport network, most of which was addressed in detail when discussing the Major Design component in Chapter 3. The new design knowledge was applied in six key scenarios, to facilitate the ease of explanation and discussion. There is the potential to adapt and apply more than one of the scenarios at the same time to provide a cohesive system of Third Places for Riccarton (Fig 7-47).